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The FUNman, Dept. G-109, FREE BIG PRIZE 5726 N. Broadway, Chicago 40, Ill. FREE CATALOG

Beel Bless

Please rush to me on 15 days credit 24 Religious Wall Mottos to sell at 35c each. Also include big Prize Catalog FREE. I will remit amount required as explained under description of prize in BIG PRIZE CATALOG within 15 days and select the prize I want or keep a cash commission as explained.

NAME AGE

STREET or RFD

TOWN.....Zone...STATE.....

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EXTRA! Sell mottos and send payment within 15 days, and we'll give you FREE a year's Membership in the FUNman's Fun Club. Membership card, certificate, secret code, giant packet of fun materials all yours—PLUS many extra surprises!

on coupon and we ship AT ONCE PREPAID your first set of 24 big size richly decorated Mottos On 15 Days TRUST. When you have sold the 24 Motton, send the \$8.40 you have collected and you can secure your choice of many wonderful prizes Hurry, send TODAY for 24 Mottos ON TRUST and big PRIZE CATALOG FREE!

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The FUNman, Dept. G-109, 5726 N. Broadway, Chicago 40, Illinois

FIGHTIN' AIR FORCE

Volume 1, Number 4

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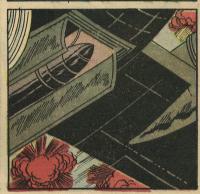


























N MORE W



MEN ARE OFTEN ASHAMED TO STRIP FOR SPORTS OR FOR A SWIM!

GIRLS ARE NOT ALLURING AND DON'T HAVE EYE-CATCHING CURVES! CHILDREN WHO WON'T EAT AND ARE UNDER-

WEIGHT, OFTEN CALLED SKINNY!

We don't want

Now at last More-Wate plan that puts firm, attractive pounds and inches on your body, chest, arms and legs.



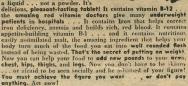
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Not one child yet has failed to go for and ask for more MORE-WATE tablets! Stop worrying about children not eating enough, give them MORE-WATE tablets-it stimulates their appetite . . . they eat it like candy!

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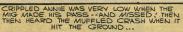
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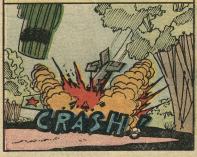
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SECOND GILLINGE

THE TACTICS OF BATTLE IN THE AIR HAS CHANGED SINCE WORLD WAR II -- THERE ARE NO INDIVIDUAL STARS -- THE FIGHTERS OPERATE AS A TEAM AND ONE PICOT WHO GOOPS CAN ENDANGER, THE LIVES OF THE ENTIRE FILIGHT! LIEUTENANT ALL WEBBER LEARNED THAT IN HIS FIRST WEEK OF COMBAT...



THE MIGS HAD SCREAMED DOWN OUT OF THE SUN - NO D S THE SU













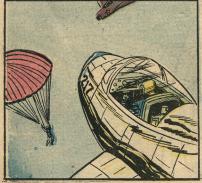


AL WEBBER KEPT FORMATION -- BUT MAJOR O'KEEFE'S SPEECH BACK AT THE BASE WAS



WEBBER FLEW A FEW MORE ROUTINE MISSIONS -- THEN THE MIGS SWARMED IN ON THE BIG PUSH ---





WEBBER PEELED OFF .. INTERCEPTING THE MIG DIVING AT THE HELPLESS PILOT ...





THE DOWNED PILOT WAS FOUND BY FRIENDLY R.O.K.'S -- BUT THAT DIDN'T HELP LT. WEBSER BACK AT THE FIELD ...





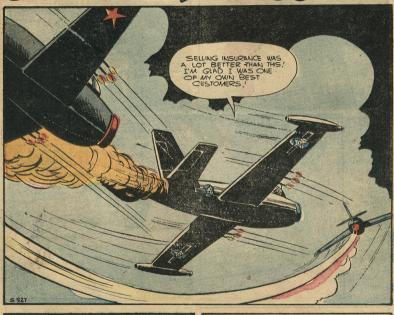


LT. WEBBER LANDED HIS PLANE LATER ON -- KNOWING HE WAS IN FOR ANOTHER CHEWING OUT -- HE WAS RIGHT, BUT...



THE "POLICE ACTION" IN KOREA INTRODUCED A NEW TYPE OF WARFARE TO THE WORLD...
SUPERSONIC PLANES, AND AND MONES. AND SUPERMEN WHO FOUGHT IN THE DESTRATOS PHERE, PILOTS WERE TRAINED AS QUICKLY AS POSSIBLE - BUT THE AIR FORCE FOUND IT
NECESSARY TO RELY ON THE "REFEREADS." THE MEN WHO HAD FLOWN IN SOMBAT IN WORLD
WARR IT, CAPTAIN TOM REGAN WAS ONE....AND HE DON'T LIKE IT A BY! THERE WAS ALWAYS...

ONE MORE MUSSION

















CAPTAIN REGAN'S FLIGHT CLAWED FOR ALTITUDE AT FULL POWER - WHILE GROUND RADAR KEPT THEM INFORMED OF THE LOCATION OF THE RUSSIAN - BUILT MIG'S ...

RUSSIAN - BINET MIG'S ...

RED LEADER ONE TO RED ROGER, RED LEADER! BUT DON'T WORRY BE A STATISTIC IN THE COMMUNIQUES! HUH?











* FUN TO COLLECT

8 Wacs

4 Trucks 8 Jet Planes

8 Cannon

4 Bombers



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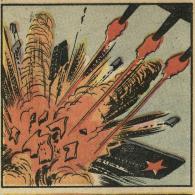
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 - 8 Officers 8 Waves
- 4 Jeeps 4 Battleships
- 4 Cruisers
- 4 Sailors
- 4 Riflemen
- 8 Machinegunners
- 8 Sharpshooters
- 4 Bazookamen 4 Marksmen 4 Infantrymen

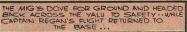
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THAT WAS A FOOL

THAT WAS A FOOL
STUNT TO PULL,
SANDERS! I
SHOULD TURN YOU
IN FOR DISOBEYING
ORDERS -- BUT YOU
MAY LEARN IF YOU
LIVE THAT LONG!

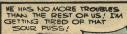


TOM REGAN BECAME WORE BITTER WITH EVERY MISSION -- THE LETTERS FROM HIS WIFE WERE CHEERFUL BUT HE MISSED HER ANID



LAY OFF, FLIP! REGAN'S GOT TROUBLES!















TOM REGAN KNEW WHAT WAS COMING --BUT HE ALSO KNEW HE HAD ONLY A FEW MISSIONS TO GO BEFORE HIS TRANSFERE...

I DON'T BLAME YOU. TOM,
BUT I'M GOING TO GROUND
YOU FOR AWHILE! THE
FLIGHT SURGEON RECOMMENDED IT EVEN
BEFORE THIS BLOW-UP!

I'LL BE ALL RIGHT, SIR! JUST LET ME COMPLETE MY MISSIONS!



REGAN'S PLEAS WERE WASTED - HIS RIGHT TOOK OFF WITHOUT HIM FOR THE NEXT FEW DAYS...

IN A WEEK OR SO, TOOK, MEANWHILE, RELAX, THINK I'LL GO SLEEP YOU CAN!

SLEEP YOU CAN!

INTO COMMUNICATIONS AND LISTEN IN ON THE CHATTER!

















"Artic Survival"

The Northeast Air Command with headquarters at Pepperill Air Base, Newfoundland, includes all USAF installations in Greenland, Newfoundland, Iabrador and the easternmost parts of the Canadian Archipelago. NEAC works closely with Canada and Denmark, within whose territories all the Command's bases are located.

Thule, lying in the frigid wastelands of a valley called Piktufik by the Eskimos means "a place to rest and tie your dogs." It is now a steel and aluminum city. Around Thule all is bleak, icy and desolate. To the north and south lie forbidding black mountains with their frigid seas where icebergs float. To the east peaks blown clear of snow. To the west are the gleam the eternal snows of the Greenland icecap.

Into this far northern "Gibraltar" came Peter Thornley, ace reporter for the News-Herald Syndicate. In his late thirties this man had built up a good reading public with his accounts of the events in different parts of the world. He was about five feet ten, thin, with deep set blue eyes, and a mass of coal colored wavy hair. His friendly smile and his ability to handle difficult situations were the basis of his success. Air Intelligence had given him full clearance and now he was speaking to Captain John Kent.

"My readers would be interested in knowing something about this base. And also how you operate in making a rescue. There's nothing better to hold human interest than the dramatic story of trying to save human lives."

"American ingenuity keeps the buildings at a comfortable 72 degrees by the use of steam plants," explained the tall muscular air officer. "Built on stilts and anchored by tons of concrete, the structures neither sink into the permafrost nor blow away when the freezing gales hurricane down off the icecaps. Though work on the outside is kept to a minimum during the winter months, we have Air Force gear designed to keep the men comfortable at 40 degrees below.

The pilots and radar operators who man the rugged F-89 jets which guard the base are real professionals in every sense of the word. Each dawn they fly a 4 hour sweep over the icy seas. By day they polish their marksmanship

chasing row targets across the icecap. Everyone is on the alert ready to take to the air on a moment's notice should an intruder from beyond the Pole show upon our radarscope.

One of our crack outfits is made up of the pilots and crewmen who man the rescue planes. At the end of the week I will take you up in a plane. We will land at some undesignated spot. This will be a simulated case of being forced down in the Artic and trying to survive while waiting for help to come. Now if you are afraid of this experience, just say so. No need to risk your neck in order to get a true word account of artic survival."

"Just get me a nice warm flying suit," challenged Peter Thornley "and I'll go with you. Of course it is comforting to know it really is what the kids call make-believe. But it will give me a good idea of the dangers faced when a crash takes place."

At the end of the week, Peter Thornley had collected two notebooks full of material from his observations and talks with the men at the base. He was now ready for the big adventure. Sergeant Mike Pilusky gave the reporter some first hand advice based on his own personal experiences when he was forced down in the Artic.

"The first and most deadly hazard you'll face," he told him, "in a forced landing is the bitter intense low temperatures and icy winds you usually get in winter. In winter the thermometer ranges anywhere from 10 to 75 below zero. The winds may range from 25 to 100 miles an hour in the more northern regions. Winter also means 23 to 24 hours' darkness each day.

The first thing you must do to survive is to immediately build some kind of a shelter to protect you from the cold. Otherwise your body will freeze. Depending where you are forced down, your shelter could be a paratepee, cabin, lean-to, hogan, or the simple snawhole. This is a small excavation with an ice-block roof. Then prepare warm foods from your emergency rations. Your plane has a small battery-powered radto so all you have to do is wait and survive until help comes. And we'll send help. You can be sure of that. If necessary we can call on the help of Eskimo hunters. Hope you enjoy the experience."

The Sergeant helped the reporter into a warm flying suit. Outside was the plane that was to carry the captain and the reporter on the trip. The two men entered the plane and soon it was zooming out of sight. When it could no longer be seen, Sergeant Mike Pilusky passed a comment to Corporal Ben Jacobs.

"What some guys will do to get a story! Bet he would even put his head into a lion's mouth if it would make the front page. Hope he enjoys the experience."

Peter Thornley hadn't the slightest idea of how long the plane was in the air before it landed. It might have been half an hour or even three hours. At a short distance from the plane the two men started work on building an igloo. After three hours of work it was finished and they started to bring in spplies from the plane. They sat down for a brief meal when a terrific explosion shattered the quiet of the Artic. Both ran out and saw what had happened.

"The plane," was all that came from the lips of Captain John Kent.

"We didn't bring the radio out of the plane," added Peter Thornley.

The two men returned slowly to the igloo. Neither spoke to the other for some time. For they both realized that what had been done in make-believe was now the real thing.

"They will wait until they get a message from us," explained the air officer, "However after a reasonable time has elapsed they will realize something has gone wrong. Then the searching parties will be out after us. We must raise a giant cross on the surface snow with blocks of snow or ice. These block formations cast shadows during daylight hours and can be seen fairly easily from the air. Meanwhile we must watch our supplies. The survival kits we have with us furnish only the minimum food supplies. There are very few migratory animals here so that the odds are against us killing enough game to provide food to keep up our strendth."

The next five days were cheerless. There was an ominous overcast in the skies that served as a cover so even a low flying plane could not spot the two men. Twice they thought they heard the sound of planes in the air. Captain

John Kent made snow goggles to protect their eyes against the glare.

"We haven't much food left," he grimly admitted. "But they will find us if they have to send out every plane, snowmobile, and dog sled. If wood were only available. Then we could send up some signal fires into the sky the next time we think we hear planes in the air. If we had some lubricating oil, it would make a good smudge."

Two days later the food supply was exhausted. The two men were outside the igloo. Captain John Kent was worried about the reporter. It was evident that the civilian was thinking of something. Suddenly they both heard the sound of planes in the air. Peter Thornley rushed over to a spot and took out his cigarette lighter. He touched it to the snow. There was a terrific blaze and he jumped back in time.

"What a fool I have been," admitted Captain John Kent. "Some fuel from the plane must have been thrown on the snow. It froze and turned into solid fuel."

The planes in the sky saw the smudge that followed the first blaze. Three turned around. One dipped low and then dropped a parachute with supplies and a small portable radio.

"You can depend upon our boys every time," said the air officer. "And your story will make top reading for the public."

Every incident later went into the story which Peter Thornley wrote for the syndicate. To be exact, one incident didn't go in because it was classified as top secret at the time. And this is what was left out.

"That reporter certainly deserves a lot of credit," Captain John Kent told Colonel Robert Meadows. "He must have figured out what I overlooked. That some fuel from the plane was on the snow."

"Nothing of the sort," snapped back Colonel Robert Meadows. "He did it as a gesture. Sort of a wish that there should have been oil. That oil on the snow wasn't from your plane. We checked thoroughly. You two discovered that the colonery of the country.

JET SOLO

THE TRAINING FIELD IN SOUTHWEST TEXAS BAKED IN THE SUN BUT HANK VINSON FORGOT THE HEAT - WHAT TROUBLED HIM WAS THE SLEEK JET TRAINER WAITING ON THE UNE-WAITING FOR HIM TO MASTER! BUT A FEAR HAD BUILT UP IN THE NUSKY CADET - NOT OF FLYING -- JUST A FEAR THAT IF HE TRIED TO FLY THE JET HE WOULD DIE!





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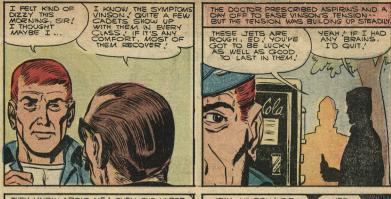
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CAPTAIN BLAKE WATCHED THE PERFORMANCE, WHAT HE SAW CONFIRMED HIS HUNCH THAT THERE WAS NO YELLOW IN VINSON'S MAKE-UP ...

THANKS FOR THE COKE, SIR! I'M GOING BACK AND STUDY NOW!

ORAY, HANK! BE ON THE FLIGHT LINE IN THE MORN-ING - AND FOR-GET ABOUT SICK CALL!



























THE RIGHTER PILOTS DO A GREAT JOB -- FIGHTING MIG 15'S AT 40,000 FEET, USING SARRE-JETS, RUNNING UP SCORES ON ENEMY KILLS! BUT THE BOYS IN THE SLOWER THUNDER JETS HAVE AN IMPORTANT JOB TOO! IT'S GROUND SUPPORT... HELPING THE GI IN THE FOXHOLES WHEN THINGS GET REALLY ROUGH!



THE 223RD SQUADRON WERE A COCKYOUT-FIT! THEY DIDN'T GET MANY MIGS BUT THEY WERE QUIETLY PROUD OF WHAT THEY DID...



YOU CRAZY ? WITH US THOUGH, MILLER --BUT IT'S A REAL JOB AND IT GETS ROUGH AT TIMES! THE BOOK! NO GRASS-ESPECIALLY WHEN YOU GET DOWN AT FOR ME! THIRTY FEET

YOU WON'T GET MUCH GLORY



STATEMENT REQUIRED BY THE ACT OF AUGUST 16, 1912, AS AMENDED BY THE ACTS OF MARCH 1, 1912, AND JULY 2, 1946 (TRUE 30, Delted States Code, Sec Loss 1313 SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF

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BURTON N. LEVEY, Editors
orn to and subscribed before me this 29th day of September, 1965.

Edward A. Handi (Notary Public)

AMy commission crysters April 1, 1959.

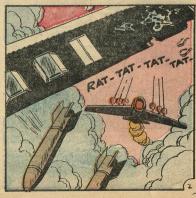
















THE GRATEFUL GI'S HAD NO INTENTION OF LOSING ONE OF THEIR ANGELS'.' THEY POISED FOR A FAST DASH AS THE PARACHUTE SETTLED...







THE REDS HIT AT DUSK... WAVE AFTER WAVE POURING OUT OF THE CAVES AND DOWN THE HILL! THE LIEUTENANT FERVENTLY WISHED HE WAS BACK IN A SAFE THUNDER JET...





THERE'S NOT THAT
CAPTAIN! GOT A
FEW HUNDRED
ROUNDS TO SPARE?
ANT! GET SETTHEY'LL BE BACK!

ATTACK AFTER ATTACK WAS BEATEN OFF...
BUT THE WEARY, EXHAUSTED INFANTRY WERE
SLOWLY FALLING BACK! AT DAYLIGHT, THE
BIG PUSH WAS DUE ...



THE INSANE CLASH OF SYMBOLS AND SHRIEK-ING OF BUGLES HERALDED THE COMING-ATTACK! BUT ABOVE IT ALL. HANK HEARD THE DRONE OF A PLANE...



... BUT JUST AMMUNITION WASN'T ENOUGH! THE REDS WERE SWARMING DOWN ...







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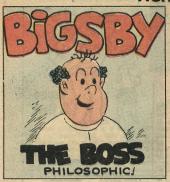
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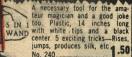






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No. 141

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They move! They talk! They're
weird Guaraniced to ank! the
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It's a set of big faise teeth
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Show them the "naughty" pictures inside. They'll twist it and turn it to see, but all they do is blacken their eyes. 25¢ Ho. 216



HOT SEAT

Only 20¢



Are yes willing to take a chance? We wan't fell yes what yes get, by become yes re willing to gomble, we'll give yes more then year messay's worth. Only 50

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PACKAGE

No. 7678 ---



-Drives all Models

This is an offer that sounds unbelievable but it is being made, just the same. Yes, you can have an actual ejectric motor for just 50c. This compact little kit makes if a cinch to build this high-power motor. And the lan you are going to get from using it. It's so simple, and your motor is ready to turn out 6000 rpm of power to work for you. The coils of this remarkable bed actually turn at the rate of 1500 test per minute. No: 052 _



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No. 239

HONOR HOUSE PRODUCTS CORP., Lynbrook, M. Y. Bopt, P.

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		20	

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C) Seed Co.B. I will pay postman an delivery plus a few
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Keep your job while training. I start sending you special booklets the day you enroll, that show you how to fix sets. Multitester built with parts I send helps you make \$10, \$15 a week extra fixing sets while training. Many start their own Radio-Television business with spare time earnings

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Nothing takes the place of PRACTICAL EXPERIENCE That's why NRI training is based on LEARNING BY DOING. You use parts I furnish to build many circuits common to Radio and Television. As part of my Communicommon to Radio and refersion. As part of my Communications Course, you build many things, including low power transmitter shown at left. You put it "on the air," perform procedures required of broadcasting operators. With my

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About 200 Television stations are now on the air Hundreds of others being built Good TV jobs opening up for Technicians. Operators, etc



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OUTFIT-20 PIECES ine 4 foot glass rod with pistol grip handle, click reel nylon line, hooks, accessories



FULL SIZE PUP TENT Includes poles, pegs and strong center rope. Sleeps two boys comfortably. Water



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